



**City of Austin Mobility Committee
Project Briefing
May 3, 2017**





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PROJECT CONNECT OVERVIEW



What is Project Connect?

- Central TX regionally adopted High-Capacity Transit Plan (2012)
 - Transit Working Group
 - City of Austin
 - City of Round Rock
 - Bastrop County
 - Travis County
 - Hays County
 - Texas Facility Commission
 - Real Estate Council of Austin
 - SETON Family of Hospitals
 - Chamber of Commerce
 - University of Texas
 - Downtown Austin Alliance





What is High-Capacity Transit?

Transit that includes these features:

- Dedicated right-of-way or transit priority lanes (especially during peak hours)
- High frequency (<15 min, or better) and extended service hours
- Significant, branded stations and amenities



Kansas City's Modern Streetcar



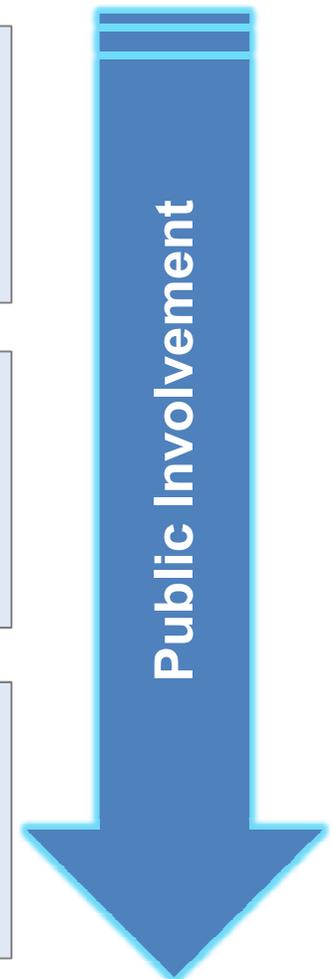
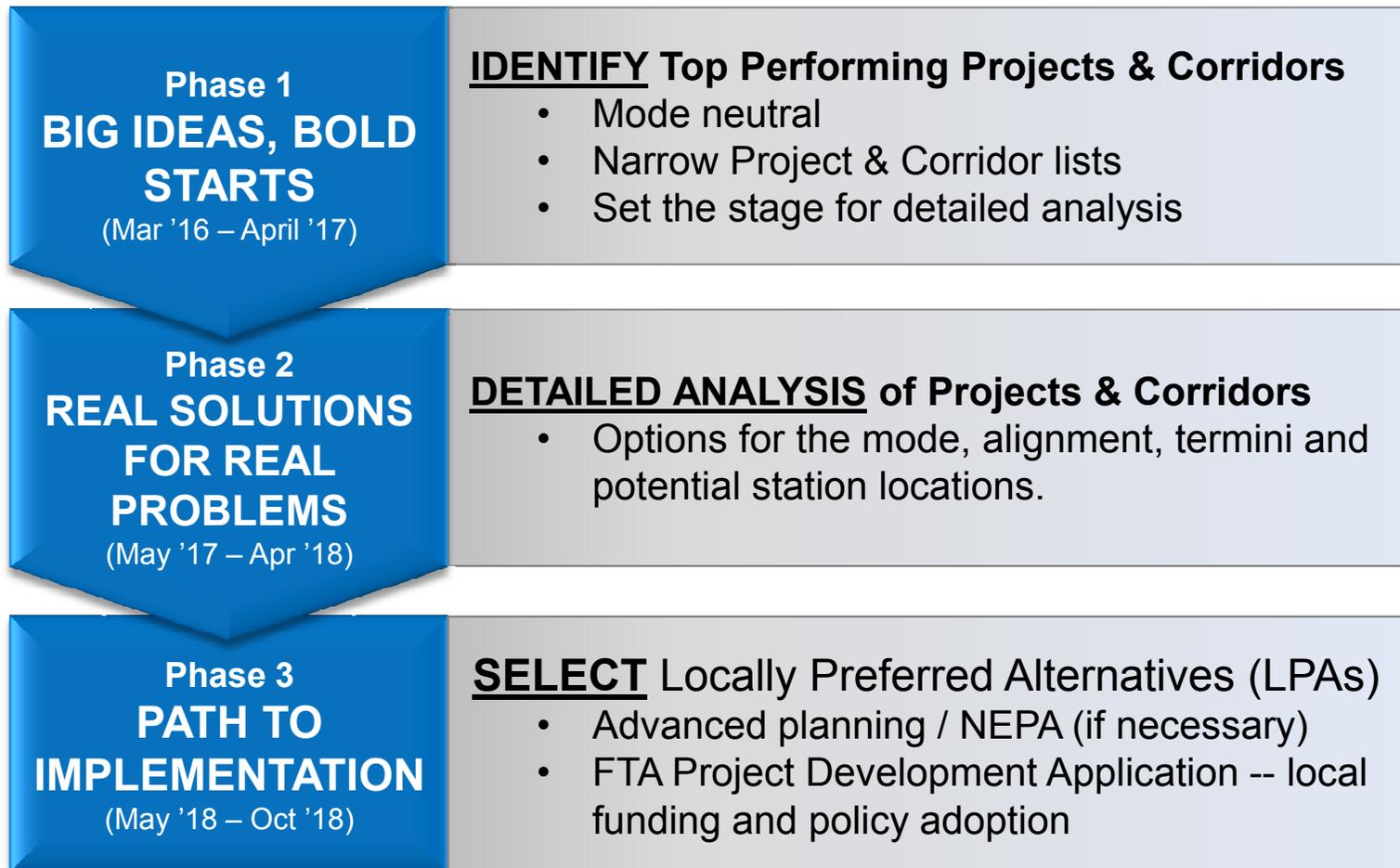
Cleveland's HealthLine BRT



Minneapolis' BRT on I-35 W



Phased Approach to Project Development





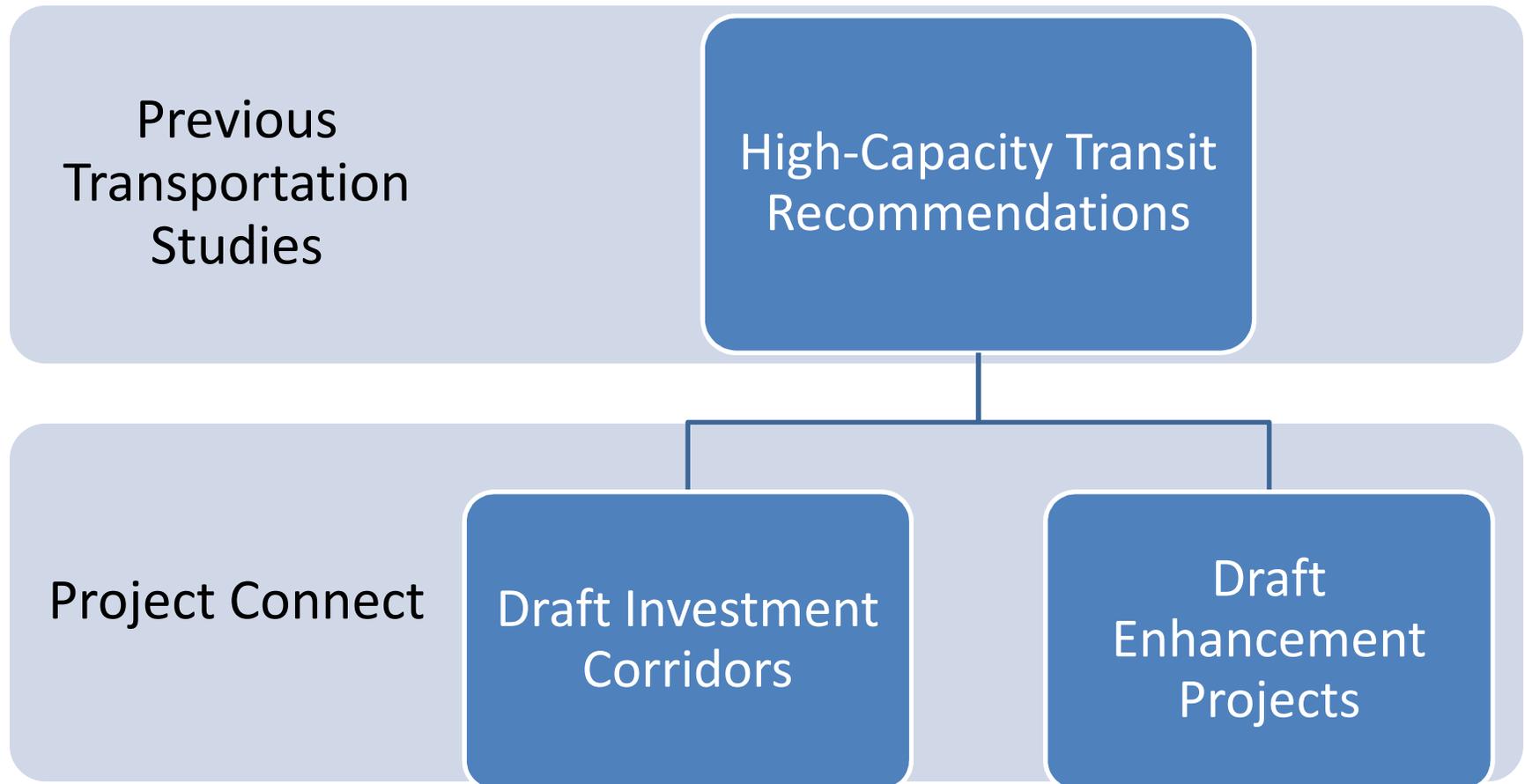
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PROJECT CONNECT PHASE 1



Review of Local Planning Efforts





Investment Corridors

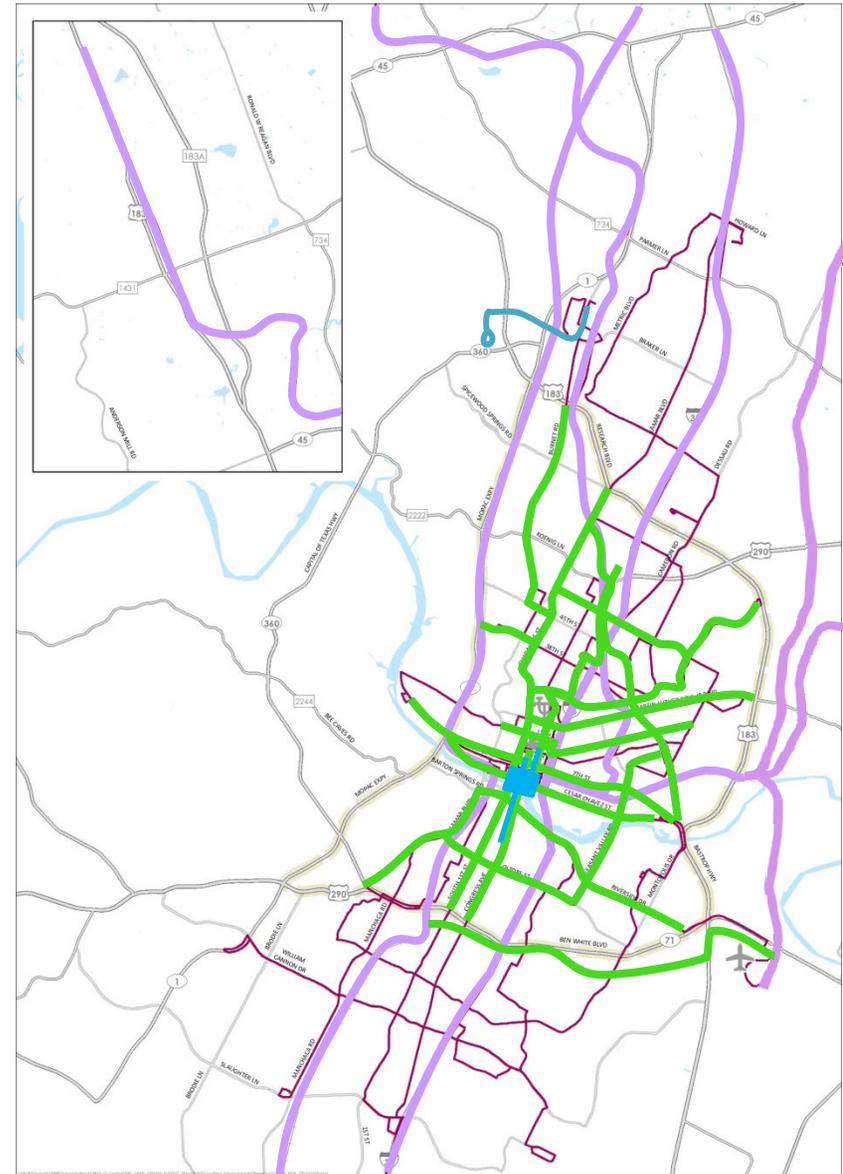
What is an Investment Corridor?

- Roadway or railroad corridor that can support high-capacity transit
- Higher cost and longer to implement (5-10 years)

Purpose:

Identify corridors studied for high-capacity transit under previous local planning efforts.

- Commuter Corridors
- Connector Corridors
- Circulator Corridors





Potential Enhancements

- MetroRail Red Line
 - station upgrades
 - grade crossing and signal improvements
 - park-n-ride expansion
- MetroRapid 801/803
 - station upgrades
 - transit priority lanes
 - intersection improvements
- MetroExpress
 - operating in North MoPac express lanes
 - park-n-ride expansion
 - transit priority access
- Mobility Hubs
 - transit centers and drop-off collection points





What will be the outcome of Project Connect?

Investment Corridors

Potential routes for new high-capacity transit services

- Commuters



Commuter

- Connectors



Connector

- Circulators



Circulator

Enhancement Projects

Improve existing services

- MetroRail



MetroRail

- MetroRapid



MetroRapid

- MetroExpress



MetroExpress

- Mobility Hubs



Mobility Hub



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PHASE 1 EVALUATION PROCESS



PHASE I Evaluation Process

ENHANCEMENT PROJECTS

Improve Existing

MetroRapid MetroRail MetroExpress Mobility Hub

INVESTMENT CORRIDORS

New Services

Commuter Connector Circulator

PHASE I EVALUATION

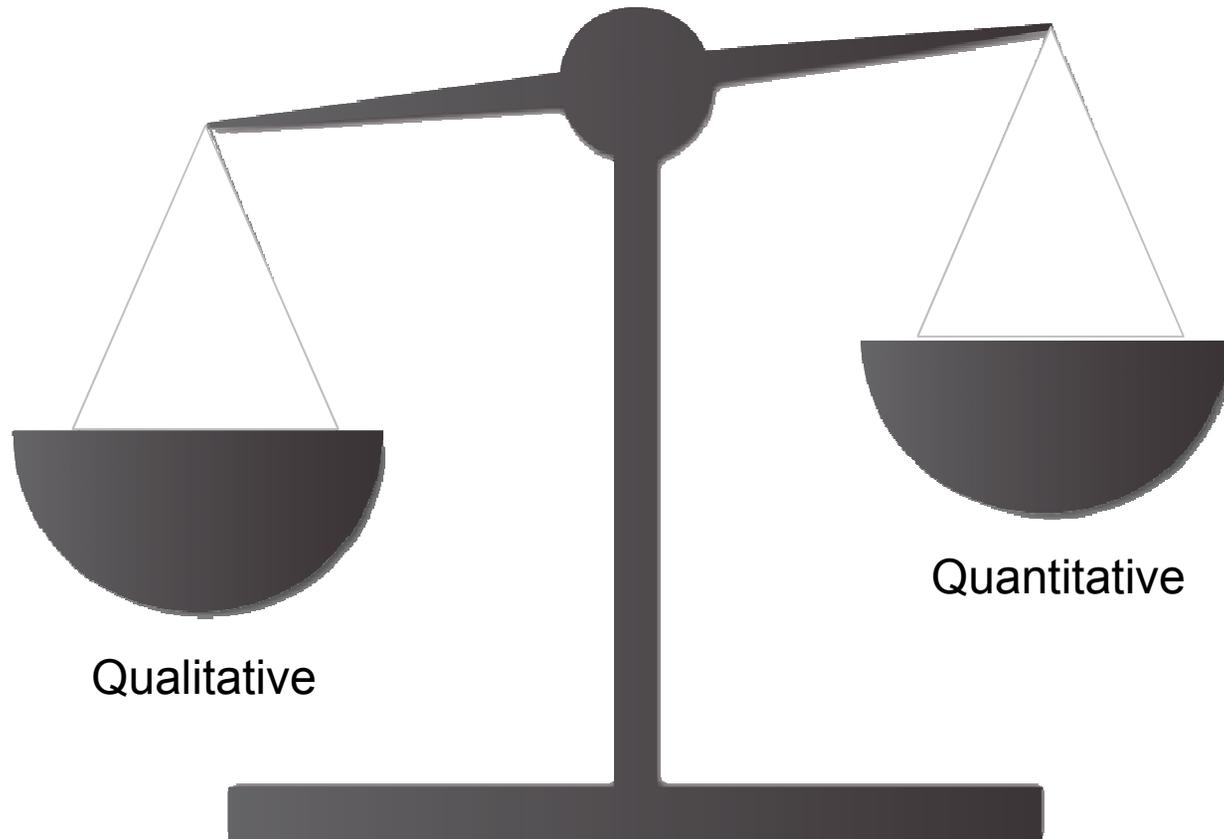
QUANTITATIVE 4 Goals = 10 Criteria (100 points)	+	QUALITATIVE 1 Goal = 4 Criteria (influences recommendations)
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PHASE II Recommendations



Balancing the Analysis

Tipping the Scales





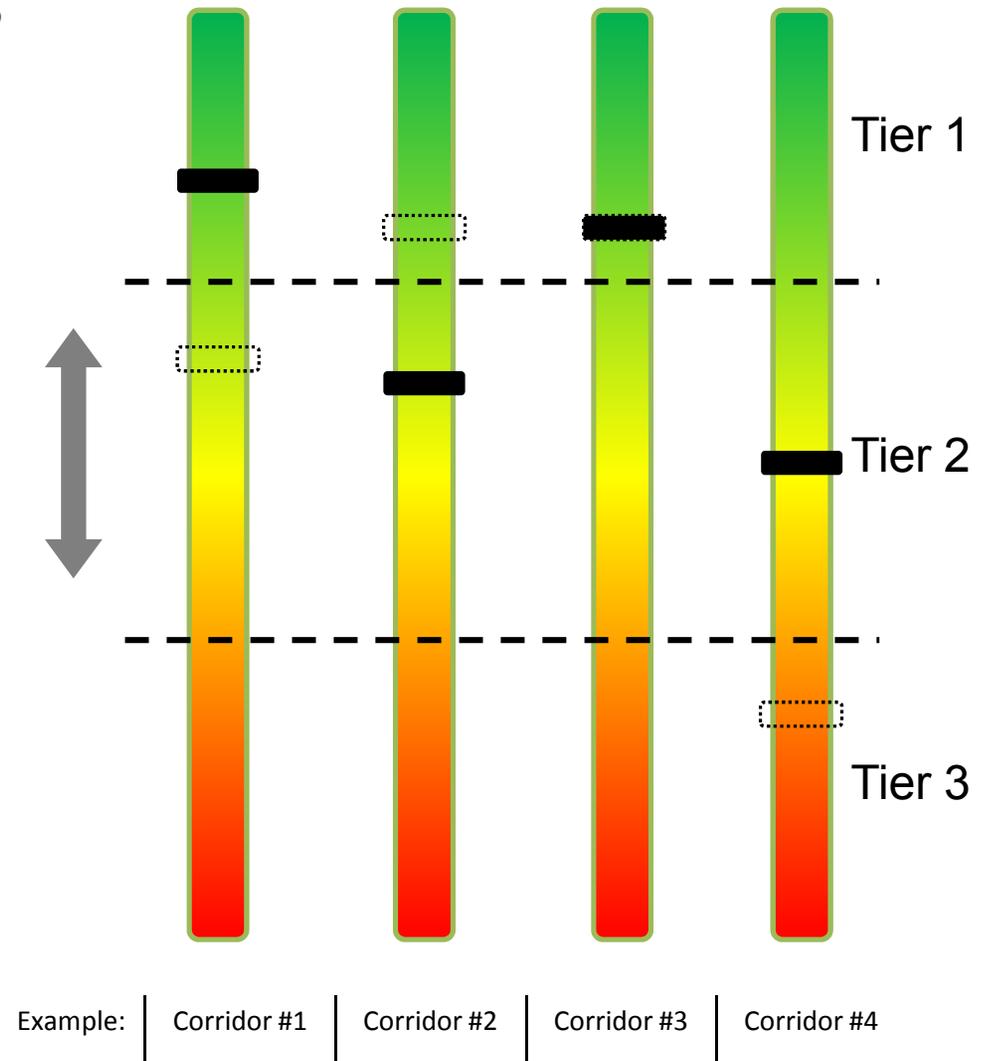
Phase 1 Evaluation Process

Step 1: Quantitative

- Identify best performers using natural breakpoints
 - Tier 1: best performing
 - Tier 2: moderate performing
 - Tier 3: lower performing

Step 2: Qualitative

- Use feedback and observed conditions to adjust tiered results
 - Tier 1: recommended for Ph.2
 - Tiers 2 & 3: not recommended for Ph.2





Quantitative Evaluation Criteria

25 pts
+
25 pts
+
25 pts
+
25 pts

Goals	Possible Points	Project Connect Evaluation Measure
Customer Experience	15	Impact on existing riders
	10	Network / system compatibility
Reliability	10	Transit travel time and on-time performance
	15	Guideway
Sustainability	10	Environmental factors
	15	Service equity
Land Use and Policy	10	Existing population and employment
	5	Future population and employment
	5	Economic development and land use
	5	Activity centers

100 POINTS MAX



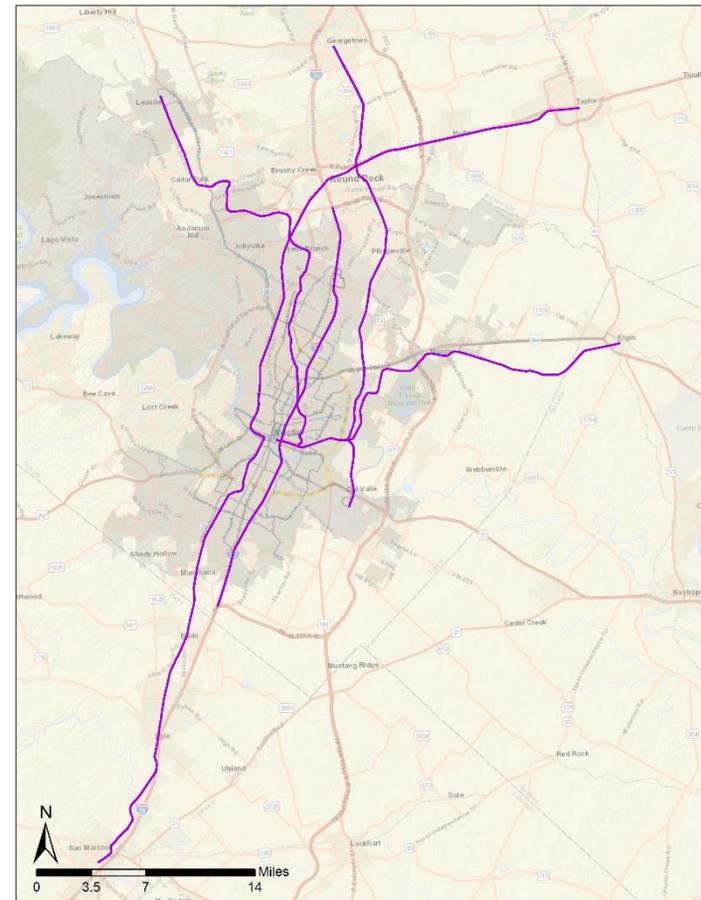
PRELIMINARY PHASE 1 EVALUATION RESULTS



Investment Corridors: COMMUTER

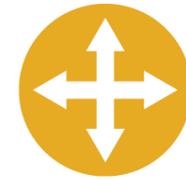
Quantitative scoring

ID	Name	Score	Tier
25	IH 35	88.9	1
28	Red Line (double track)	72.9	1
23	Airport Line	59.2	2
24	MoKan Line	47.0	2
26	Green Line	45.7	2
27	Union Pacific RR	44.4	2



Maximum score = 100 pts

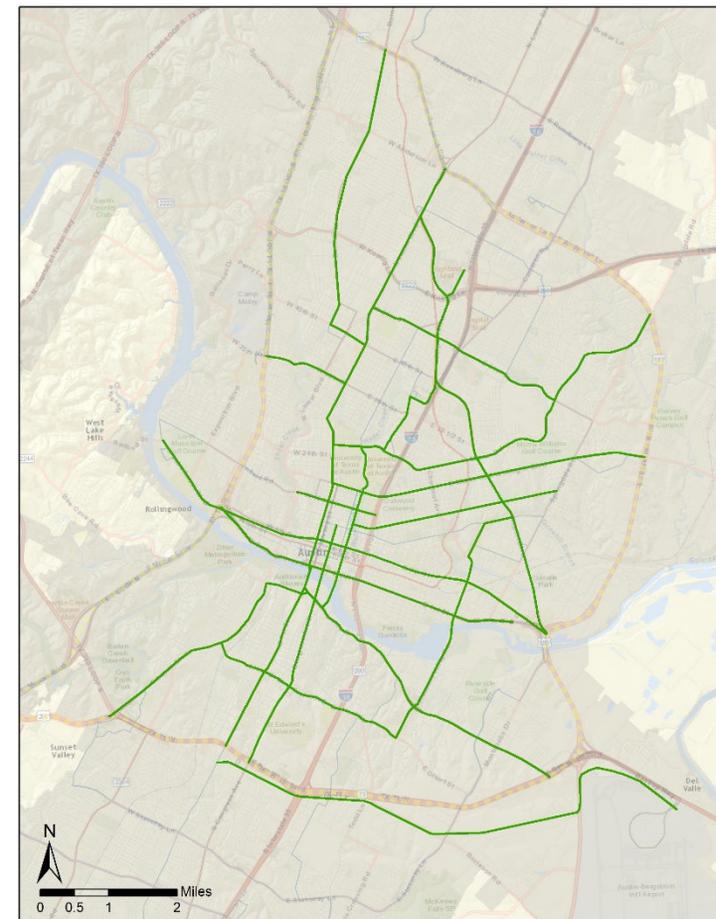
Quantitative scores do not reflect implementation priority.



Investment Corridors: CONNECTOR

Quantitative scoring

ID	Name	Score	Tier
12	N. Lamar / Guadalupe	80.0	1
16	Highland / Red River / Trinity	65.3	1
14	Oltorf	64.8	1
4	15 th	62.2	1
15	Pleasant Valley	62.0	1
10	Congress	61.5	1
18	Riverside	60.3	1
13	MLK Jr.	59.5	1



Maximum score = 100 pts

Quantitative scores do not reflect implementation priority.



Investment Corridors: CONNECTOR

Quantitative scoring

ID	Name	Score	Tier
7	Airport Blvd	56.4	2
3	7 th / Lake Austin	56.2	2
17	Manor / Dean Keeton	55.8	2
9	Cesar Chavez	53.0	2
19	45 th /Burnet	52.5	2
11	S. Lamar	51.2	2

ID	Name	Score	Tier
2	S. 1 st	49.4	3
5	35 th / 38 th	47.6	3
6	51 st	46.2	3
1	E. 12 th	44.8	3
8	Bergstrom Spur	38.0	3

Maximum score = 100 pts

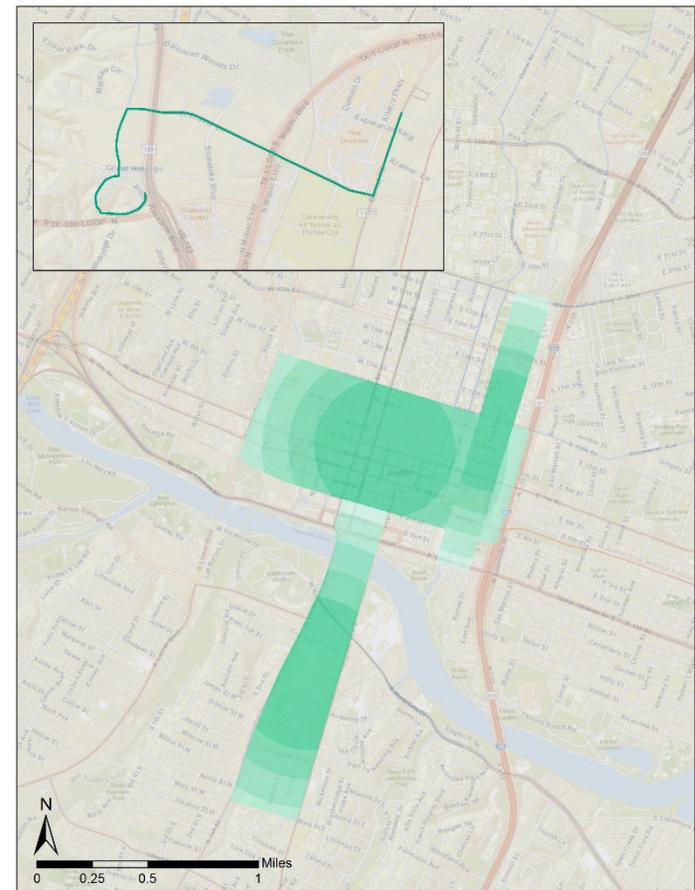
Quantitative scores do not reflect implementation priority.



Investment Corridors: CIRCULATOR

Quantitative scoring

ID	Name	Score	Tier
22	Red River Circulator	81.8	1
21	S. Congress Circulator	73.2	1
20	Downtown Circulator	67.5	2
29	Domain Circulator	50.8	2



Maximum score = 100 pts

Quantitative scores do not reflect implementation priority.



Step 2: Qualitative Analysis



Community Support

- Public preference



Regional Equity

- Connectivity with regional centers to the downtown core



Funding Opportunities

- Local, state, federal, private investment



Special Considerations

- Constructability / cost
- Policies / agreements
- Operations

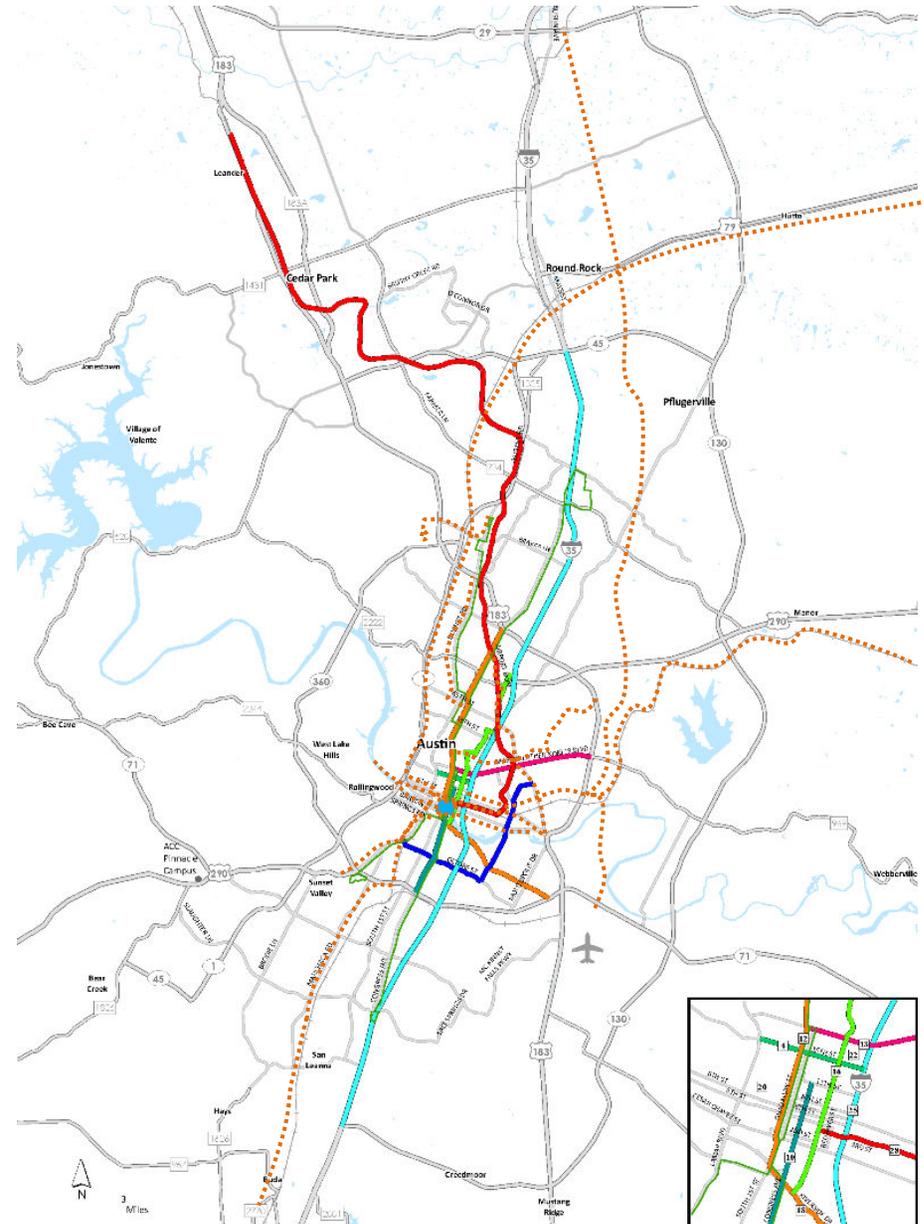


BUILDING CONSENSUS



Preliminary Tier 1 Investment Corridor Map

- Presented at Traffic Jam (3/4/17)
- Includes Quantitative Evaluation results only
- Tier 1 Corridors (solid lines)
- Tier 2 Corridors (dashed lines)





Public Outreach: Traffic Jam!

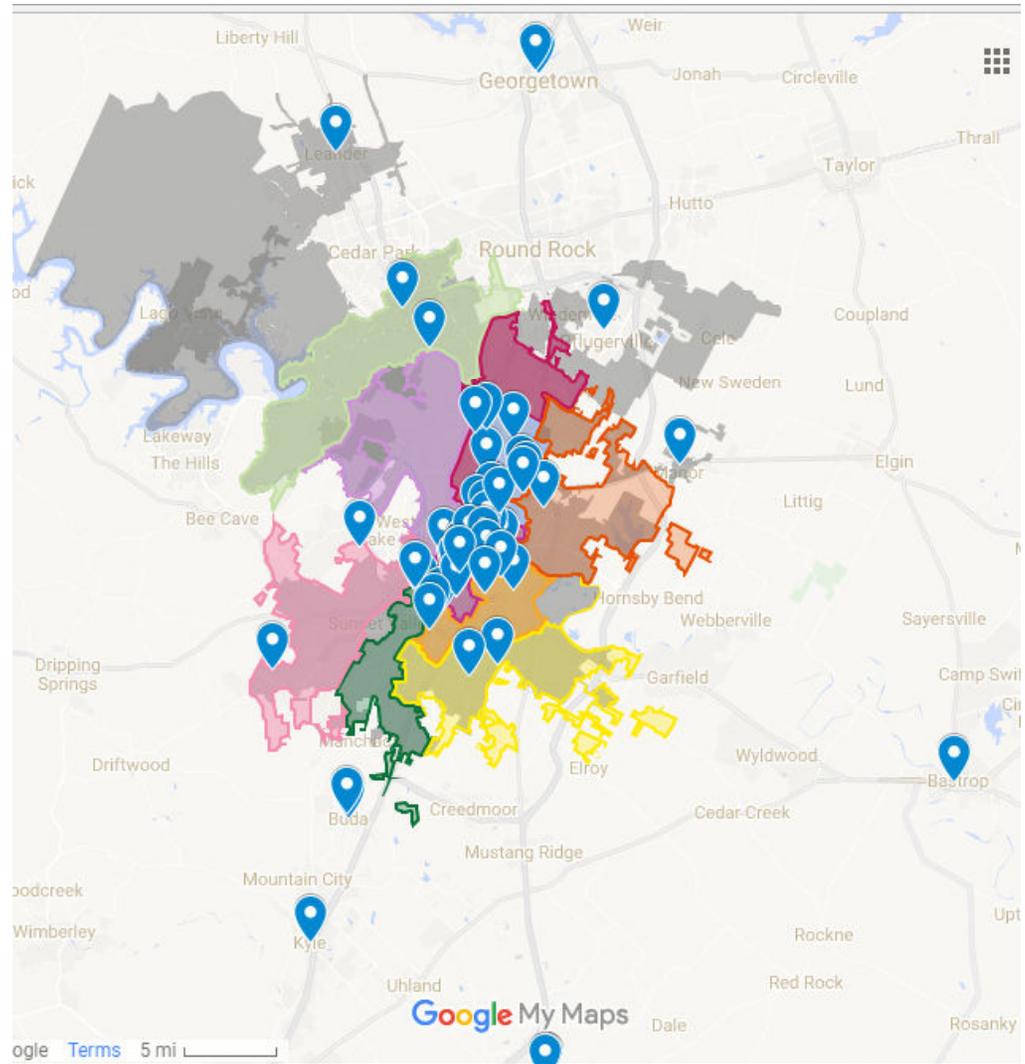


- March 4 at Bob Bullock Museum
- **230 people** attended
- **29 zip codes** represented
- More than **140 comments** received
- Multiple partner agencies hosted tables



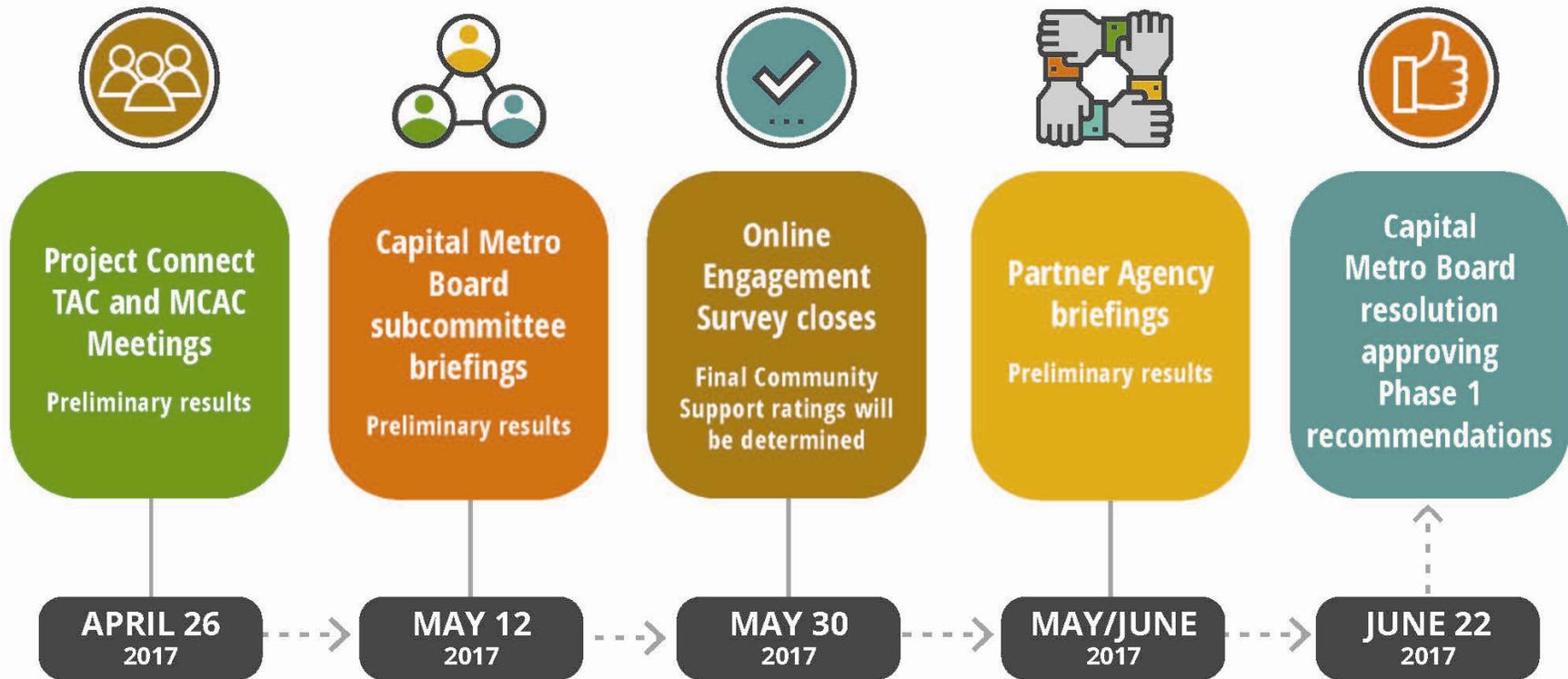
Public Outreach – Regional Outreach Events

- More than **1,500 online surveys** completed as of April 21st
- More than **1,300 people** engaged through **50+ events** in the region
- Continuing one-on-one meetings at the Project Connect office





Approval of Phase 1 Results & Recommendations





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New Transit Options for a Greater Austin

Thank you

